

FUNCTIONAL DESIGN REPORT

Reconstruction and Related Work Along Mount Washington Road From Mount Washington/Egremont Town Line To North Undermountain Road (MA Route 41)

Egremont, Massachusetts

Project File No. 608547

Prepared for:



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- 48 hour Automatic Traffic Recorder Counts with Speeds

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Introduction

This Functional Design Report is prepared for the proposed roadway improvements along Mount Washington Road in the Town of Egremont. The purpose of this functional design report is to document the proposed project locus, the existing conditions of the roadway within the project area, and support design decisions for improving traffic flow while enhancing safety for all roadway users. A safety review of the corridor has been performed based on available accident data and a review of existing conditions. Existing traffic volume data is presented in this report along with supporting documentation utilized to adjust current traffic volume data to produce future design year traffic volumes. These project evaluations were utilized to document the design decisions and recommendations for proposed improvements and traffic controls during construction.

In the analytical assessment of the geometric design criteria for this report, the controlling factors are the design speed and functional classification of the roadway. Land use and impacts to adjacent properties are other factors considered in the design development. The effects on roadside features have been strongly considered when recommending improvements to meet the minimum design requirements. See Table 1 below.

Table 1 – Minimum Design Criteria

<i>Reference</i>	<i>Design Element</i>	<i>Minimum Criteria</i>						
Exhibit 3-7	Design Speed	40 mph						
Exhibit 3-8	Stopping Sight Distance	269 ft – 354 ft						
Exhibit 3-11	Intersection Sight Distance	445 ft						
Exhibit 4-26	Min. Rate Of Vertical Curvature (K) - Crest	44						
Exhibit 4-27	Min. Rate Of Vertical Curvature (K) - Sag	64						
Exhibit 4-21	Max. Vertical Grade	10%						
Exhibit 4-8	Min. Horizontal Radius	<table><tr><td><u>Design Speed</u></td><td>e = 4.0%</td><td>e = 6.0%</td></tr><tr><td>40 mph</td><td>535'</td><td>485'</td></tr></table>	<u>Design Speed</u>	e = 4.0%	e = 6.0%	40 mph	535'	485'
<u>Design Speed</u>	e = 4.0%	e = 6.0%						
40 mph	535'	485'						
Exhibits 5-12, 5-14	<u>Minimum Roadway Width</u>							
	Travel Lane	10 to 12 ft						
	Shoulder	4 to 10ft						
Exhibit 5-19	Clear Zone	10 to 14 ft						

Note: Unless otherwise noted, all references are to the Project Development & Design Guide

Recommendations are based on the analysis of existing traffic data and physical roadway conditions. The analysis includes the review of existing vertical and horizontal roadway alignment, traffic volumes, accident history, intersections, drainage, traffic signing, and pavement conditions. The existing conditions of the road have been compared to the minimum design criteria outlined in the Massachusetts Department of Transportation-Highway Division's (MassDOT) Project Development & Design Guide (PDDG).

A. Existing Conditions

The intent of this section of the report is to document the existing features and current conditions surrounding the proposed project. Following is a detailed description of the project locus, existing deficiencies and issues found along the corridor.

1. Study Area

The Mount Washington Road rehabilitation project in Egremont, MA is an approximately 3.4-mile corridor improvement project. Pavement rehabilitation including three bridge replacements are proposed along Mount Washington Road from the Mount Washington town line to North Undermountain Road (MA Route 41). Drainage system upgrades, culvert repair, improved signage and pavement markings are also planned. The project limits are graphically depicted on Figure 1.

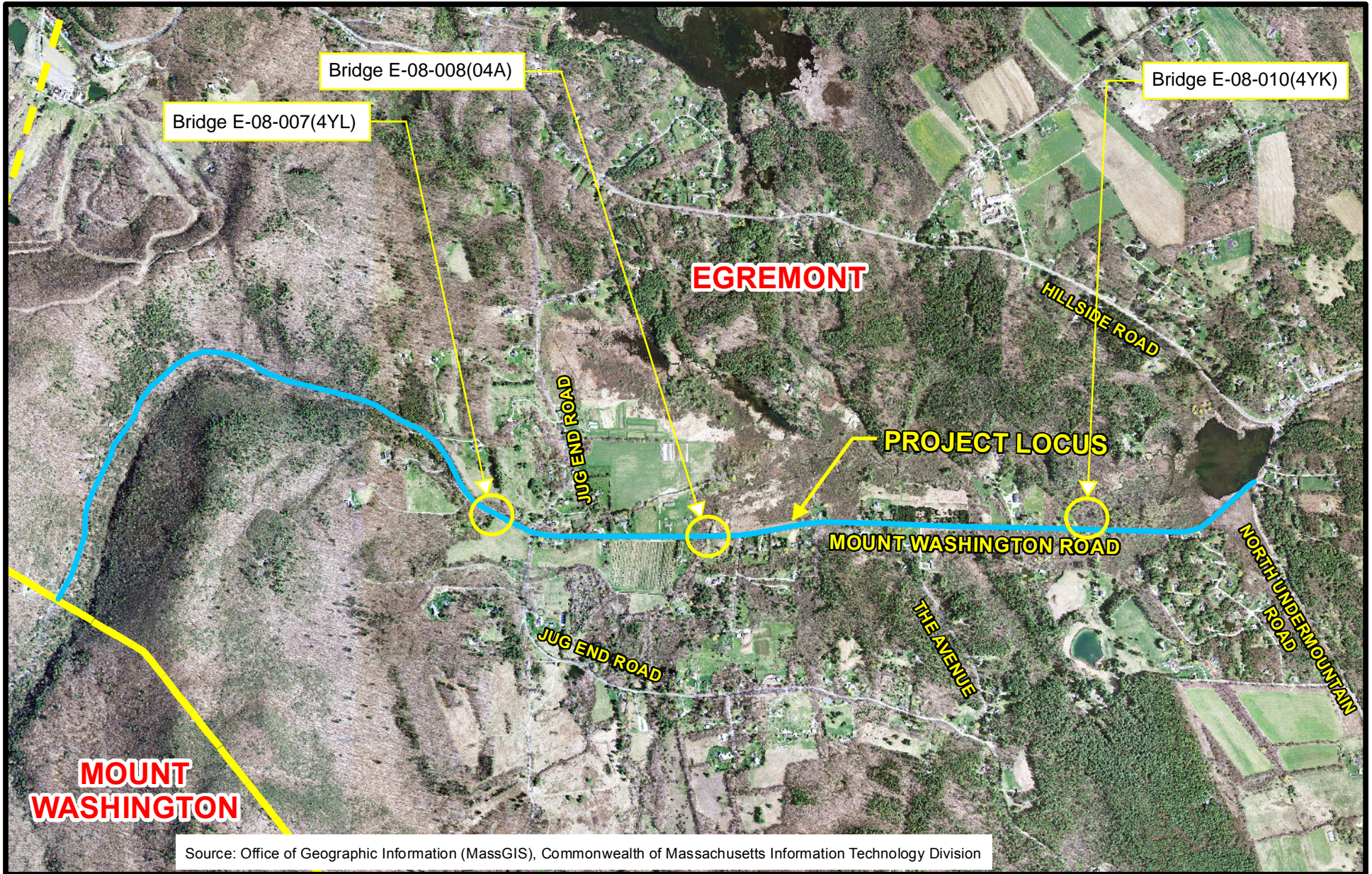
Mount Washington Road has two a lane cross section and is classified as a Rural Major Collector. Within the project limits, Mount Washington Road provides an east-west connection between the communities of Mount Washington and Great Barrington. This section of Mount Washington Road is the only connection to other communities in Massachusetts from Mount Washington without crossing into Connecticut or New York.

All intersections within the project limits are unsignalized. Intersections at North Undermountain Road (MA Route 41), the Avenue, and Jug End Road are stop controlled while intersections at Greenwood Circle and Farm Lane are not stop controlled. All intersections meet or exceed intersection sight distance and stopping sight distance standards. Land use in the project corridor is primarily single family residential with density generally increasing as you proceed west from the Mount Washington town line to the east towards Greenwood Circle.

Roadway widths for Mount Washington Road vary throughout the project corridor from 20 to 22 feet on average with corresponding lane widths varying throughout the project corridor from 10 to 11 feet on average. There are no marked shoulders or curb treatments throughout the project.

There are four existing bridges on Mount Washington Road within the project corridor which cross over Karner or Fenton Brooks. Bridge structure E-08-007, located approximately 500 feet west of the intersection with Jug End Road, will be replaced with a larger structure. Bridge structure E-08-008, located approximately 400 feet west of the intersection with Farm Lane, will be replaced with a larger structure. Bridge structure E-08-09, located approximately 1000 feet east of The Avenue, will be retained. Bridge structure E-08-010, located approximately 900 feet west of the intersection with Greenwood Circle will be replaced with a larger structure.

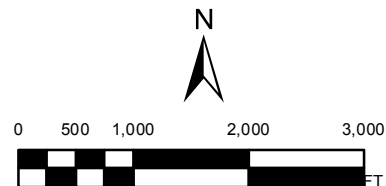
The existing pavement surface along Mount Washington Road is in poor condition. Longitudinal and transverse cracking, potholes, patching, edge failure and rutting are the primary deficiencies exhibited along Mount Washington Road. The pavement core samples revealed a range in pavement thickness varying from 4.0 inches to 7.0 inches throughout the project corridor.



TOWN OF EGREMONT, MA

LOCUS MAP

MOUNT WASHINGTON ROAD
ROADWAY IMPROVEMENTS



CHWA
design/construction solutions

2. Existing Conditions

The primary deficiencies along Mount Washington Road involve poor pavement condition and bicycle accommodation. The existing pavement surface exhibits a significant amount of longitudinal, transverse, block, and alligator cracking along much of the roadway length, many of which have been crack sealed within the past few years. The roadway exhibits moderate rutting in the outer wheel paths, indicating potential sub-base issues and/or inadequate pavement thickness. Guardrail and various end treatments are generally non-compliant, including transitions at bridges within the project limits. The existing signs and pavement markings along the project limits are outdated, faded, or no longer reflective, and need to be replaced. As there are no existing shoulder lines defined this causes concern for bicyclists that are forced to share the road with motorists travelling at higher speeds.

a. Alignment

The Mount Washington Road project is approximately 3.4 miles in length and can be roughly divided into two halves with distinctly different characteristics. The western portion from the Mount Washington town line (Sta. 200+00) to the intersection with Jug End Road (Sta. 284+11) is steep and winding. The eastern portion from the intersection with Jug End Road (Sta. 284+11) to the intersection with North Undermountain Road (Sta. 375+82) is relatively flat and straight.

The western portion is approximately 8400 feet (1.6 miles) in length and has a winding alignment with 16 horizontal curves including 3 reverse curves. Curve radii range from 485 feet to 2200 feet. Most of the horizontal curves within the project limits are superelevated with various ranges in grades. The vertical alignment is steep and generally descends from west to east with grades generally between 5% and 12%. There is one intermediate low point near the residence at 144 Mount Washington Road which is about 1500 west of Jug End Road. There is a total of 13 vertical curves (7 crest and 6 sag) within this portion of the project.

The eastern portion is approximately 9200 feet (1.7 miles) in length and has a winding alignment with 7 horizontal curves including 3 which have large radii and are relatively straight having a delta of less than one degree. Curve radii range from 625 feet to 4000 feet and 42,000 feet to 120,000 feet respectively. Most of the horizontal curves within the project limits are superelevated with various ranges in grades. The vertical alignment is flat and generally descends from west to east with grades generally between 0% and 3%. There are intermediate low points west of the existing bridge structures and just west of the North Undermountain Road near the end of the project.

Sight distances along the crest and sag curves were examined for conformance with the AASHTO guidelines. It was determined that 1 sag curve along Mount Washington Road does not meet sight distance requirements for the 40-mph design speed. The sag curve is approximately 700 feet east of the Mount Washington town line in an area that is posted at 25 mph. Since vehicles will not be traveling at the design speed in this location and in order to balance right-of-way impacts, a Design Exception is requested. A Design Exception Report has been prepared documenting the need for a waiver from the minimum K value for sag vertical curves.

b. Travel Speeds

The posted speed limit throughout the project corridor ranges from 25 to 40 mph. A review of the traffic data indicates average travel speeds are about 37 mph with an 85th% speed of 42 mph. The posted speed limits per recorded speed regulations are 25 mph for approximately the first half mile east of the Mount Washington town line (Sta. 200+00 to Sta. 224+50) then 30 mph for the next quarter mile (Sta. 224+50 to Sta. 238+50), and then 40 mph for the next three quarters of a mile to just west of the intersection with Jug End Road (Sta. 238+50 to Sta. 280+60). The speed limit adjacent to the Jug End Road intersection is 35 mph (Sta. 280+60 to Sta. 287+45). East of the Jug End Road intersection the speed limit is 40 mph for approximately 1.5 miles (Sta. 287+45 to Sta. 363+00) before dropping to 35 mph within a quarter mile of the intersection with North Undermountain Road (Sta. 363+00 to Sta. 375+82). The 40 mph design speed chosen for this project is a balance between the posted speed limit, existing travel speeds, and the existing geometry of the roadway.

c. Signs and Markings

The existing signs along the project limits are outdated, faded, or no longer reflective. Pavement markings are severely worn in certain locations, and edge of lane markings are not present anywhere along Mount Washington Road.

d. Drainage

In the western portion of the project, the northern side of the roadway runoff from steep, rocky uphill slopes is collected in varying types of roadside ditches. These ditches convey stormwater runoff to a series of 18 drop inlets which are spaced periodically along the roadway. The individual drop inlets outlet to the south across Mount Washington primarily via CMP pipes with a diameter between 12 and 18 inches. There are 3 major cross culverts in this portion of the project. There is a 42" steel culvert approximately 2000 feet east of the Mount Washington town line, a 36" CMP culvert adjacent to a residence at 225 Mount Washington Road, and a 24" CMP culvert adjacent to residences at 144 and 146 Mount Washington Road. The southern side of the roadway drains away from the roadway via open country drainage.

In the eastern portion of the project, drainage consists primarily of open country drainage apart from 3 culverts located in the vicinity of the intersection with Greenwood Circle.

e. Utilities

In addition to the drainage systems, other utilities exist along the roadway. Subsurface utilities include water primarily in the eastern portion of the project corridor. Aboveground utilities include overhead electric lines running between utility poles. Utility poles are located mostly on the south side of Mount Washington Road in the western portion of the project. In the eastern portion of the project utility poles are located mostly on the north side of the roadway from Jug End Road to Greenwood Circle and on the south side from Greenwood Circle to North Undermountain Road. The numerous utility poles on both sides of the roadway limit potential realignment of the roadway without increasing project costs.

f. Sight Distance

Sight distances at the intersections within the project limits were analyzed to determine what, if any, improvements were necessary. The adequacy of available sight distance is a function of the speed at which vehicles are approaching.

Sight distance was reviewed for the existing intersections at Jug End Road, Farm Lane, The Avenue, Greenwood Circle, and North Undermountain Road.

Two separate sight distance criteria were considered in evaluating the sight distance available at each side street location: intersection sight distance and stopping sight distance. Vehicles entering Mount Washington Road from the intersecting side streets require sufficient intersection sight distance to safely access Mount Washington Road. The recommended intersection sight distances from AASHTO Cases B1 & B2 – Stop Control on Minor Street, present the distance required for a vehicle entering the main road to safely access or cross the adjacent roadway without interrupting the flow of traffic on the through street. Accordingly, at a minimum, vehicles travelling on Mount Washington Road must have sufficient sight distance to come to a complete stop to avoid a collision with an entering vehicle.

CHA conducted a sight distance inspection in the field to determine the available stopping and intersection sight distances. The available sight distance at each intersection was determined in the field from procedures described in Chapter 3 of the MassDOT Project Development and Design Guide (PDDG) and is tabulated in Table 2.

Table 2 –Sight Distance

Street Name	Min. Required Intersection Sight Distance ^[1]	Recommended Stopping Sight Distance ^[2]	Existing Intersection Sight Distance Available		Existing Stopping Sight Distance Available		Obstruction
			Left	Right	EB	WB	
Jug End Road	445' LT 385' RT	305'	320'	490'	310'	400'	Rt: None Lt: Brush/ Guardrail
Farm Lane	445' LT 385' RT	305'	500'+	500'+	500'+	500'+	Rt: None Lt: None
The Avenue	445' LT 385' RT	305'	500'+	500'+	500'+	500'+	Rt: None Lt: None
Greenwood Circle W	445' LT 385' RT	305'	500'	405'	360'	350'	Rt: Brush/ Hor. Curve Lt: None
Greenwood Circle E	445' LT 385' RT	305'	810'	980'	390'	500'	Rt: None Lt: Brush/ Hor. Curve
North Undermountain Road	445' LT 385' RT	305'	553'	500'	340'	500'	Rt: None Lt: None

B. Traffic Volumes

In order to determine base traffic volume conditions, automatic traffic recorder counts (ATRs) were performed. The data was used to determine the average daily traffic (ADT), speed and the classification of vehicles. The traffic counts were performed in July 2018.

1. Traffic Count Data

a. ATR Counts

ATR counts were conducted at representative points along the project during a 24-hour period. The locations are as follows: Mount Washington Road (West of Jug End Road), and Mount Washington Road (East of Jug End Road). The ATR counts at both locations also recorded vehicle classification. Copies of the ATR traffic counts are included in the Appendix A.

Average Daily Traffic was computed from the traffic counts at the specified locations. A summary of ADT's is presented in Table 3.

<i>Table 3 - Average Daily Traffic Count Data</i>	
<i>Location</i>	<i>Weekday ADT</i>
Mount Washington Road (West of Jug End Road)	732 vpd
Mount Washington Road (East of Jug End Road)	1,274 vpd

2. Base Year Traffic Volumes

Traffic volume counts for the project area were conducted in July when school was not in session but when summer recreation areas in Mount Washington were in full use. Traffic in the corridor is primarily commuter and commercially driven and does not experience seasonal variations. As such, the July counts are considered an average condition and were not seasonally adjusted.

3. Future Year Traffic Volumes

For the purposes of design, it is necessary to project present day traffic volume data to a future design year. It is common practice to project traffic volumes 20 years into the future for the construction of roadways. To project traffic volumes to a future design year it is necessary to consider factors that may result in increased traffic, such as population growth and proposed development. Population growth is considered to be a component of the annual background growth rate.

a. Annual Background Growth Rate

Census data for 2000 and 2010 population was reviewed and it was found that the population has decreased. Despite decrease in population, a conservative estimation of 0.5% growth rate has been assumed.

b. Other Specific Development

CHA contacted the Town of Egremont Select Board and Highway Department to determine if there are any proposed developments in the vicinity of Mount Washington Road that would affect the current traffic volumes. At this time, there are no known proposed developments or improvements that will impact traffic volumes within the project area. Therefore, the annual growth rate of 0.5% was applied to the base traffic count data for a period of 20 years to obtain the projected 2038 design year traffic volumes.

Table 4 depicts the projected 2038 ADT volumes for the project corridor.

<i>Table 4 – Future Average Daily Traffic Volumes</i>	
<i>Location</i>	<i>Weekday ADT</i>
Mount Washington Road (West of Jug End Road)	809 vpd
Mount Washington Road (East of Jug End Road)	1,408 vpd

C. Safety Analysis

1. Crash Analysis

Accident data from 2011 to 2014 for the project roadway was compiled from MassDOT's accident records for the Town of Egremont. Table 5 shows a summary of these accidents.

During the 4-year study period, 13 accidents were reported within the project limits. Of those about half of the incidents reported dry roadway conditions and/or occurrence during daylight hours.

Table 5 – Accident Summary 2011-2014

	Mount Washington Rd
Year	
2011	1
2012	6
2013	4
2014	2
<i>Total</i>	13
Type	
Angle	2
Head-on	0
Rear-end	1
Sideswipe	1
Single Vehicle Crash	9
Pedestrian	0
Unknown	0
Severity	
Property Damage	9
Personal Injury	4
Fatality	0
Hit & Run	0
Unknown	0
Lighting	
Daylight	7
Dusk	0
Dark – Lighted Road	0
Dark – Unlit Road	4
Dawn	1
Unknown	1
Conditions	
Dry	6
Wet	3
Ice	2
Snow	2
Slush	0
Unknown	0
Time of Day	
7:00 – 9:00 AM	6
4:00 – 6:00 PM	0
Remainder of day	7

2. Crash Rate Worksheets

A segment crash rate worksheet has been prepared for the segment of Mount Washington Road between the Mount Washington town line and North Undermountain Road (MA Route 41). Based on an average daily traffic volume compiled on Mount Washington Road within the project limits, a crash rate of 2.10 crashes per million vehicle miles traveled (MVMT) was calculated. The average segment crash rate is 1.57 for rural major collectors Statewide. This calculation indicates that this section of Mount Washington Road is slightly above the average segment crash rate for rural major collectors and roadways statewide.

3. Collision Mapping

There were 13 crashes reported throughout the corridor of Mount Washington Road between the Mount Washington town line and North Undermountain Road.

4. Safety Review

Using the Safety Review Prompt List included in Appendix B, current safety issues were noted.

The major safety deficiencies along the corridor are mainly steep grades with narrow shoulders and lack of roadway striping. Additionally, the poor condition of the existing pavement in portions of the corridor presents safety issues for drivers.

D. Proposed Design

1. Modified Geometry

The proposed roadway generally follows the existing alignment with areas of widening while minimizing impacts to adjacent properties. Grade adjustments of up to 3 feet are proposed west of Jug End Road where the existing grades are relatively steep in order to provide more adequate vertical curves. Minor grade adjustments are proposed east of Greenwood Circle where the existing grades are relatively flat in order to provide improved gutter line flow of stormwater.

a. Proposed Pavement Improvement Program

Due to the insufficient existing pavement thickness, pavement deterioration, and grade changes, the proposed pavement rehabilitation technique is full depth pavement reconstruction. The existing pavement and subbase will be removed and replaced.

The proposed pavement structure for has been designed to meet MassDOT minimum pavement section requirements for low volume roadways including: 1.5 inches SUPERPAVE surface course over 2.5 inches SUPERPAVE intermediate course. The proposed base consists of 12 inches of type B gravel borrow.

b. Proposed Cross Section

The Mount Washington Road cross section is proposed to be widened from 20-22 feet wide to 24-28 feet wide in order to accommodate two 10-foot travel lanes and 2-, 3-, or 4-foot-wide shoulders on each side of the roadway.

The western segment is a 24-foot travel way including two 10-foot lanes with a 2-foot shoulder on each side of the roadway (Sta. 200+00 to Sta. 277+50). The middle segment is a 28-foot travel way including two 10-foot lanes with a 4-foot shoulder on each side of the roadway (Sta. 278+10 to Sta. 341+20). The middle segment includes the reconstruction of bridges E-08-007 (Sta. 278+50) and E-08-008 (Sta. 305+65) which will have a 2-foot usable shoulder due to the location of the proposed bridge rail. The eastern segment is a 26-foot travel way including two 10-foot lanes with a 3-foot shoulder on each side of the roadway (Sta. 341+50 to Sta. 375+82). The eastern segment includes the reconstruction of bridge E-08-010 (Sta. 351+25) which will have a 2-foot usable shoulder due to the location of the proposed bridge rail. It also includes bridge E-08-009 which was reconstructed in 2016 and has a 1-foot usable shoulder.

c. Intersection Improvements

The horizontal curve in Mount Washington Road at the Jug End Road intersection has been flattened to a proposed horizontal radius of 1275 feet. The horizontal curve in Mount Washington Road at the eastern Greenwood Circle intersection has been flattened to a proposed horizontal radius of 625 feet. The horizontal curve in Mount Washington Road at the Farm Lane intersection has been flattened to a proposed horizontal radius of 4000 feet.

2. Bicycle and Pedestrian Accommodation

Based on the engineering directive E-20-001 dated January 2, 2020, for all freeways, arterials, and collectors where bicycles are legally allowed, a paved outside shoulder or designated bicycle lane shall be provided on both sides of the roadway. The minimum paved outside shoulder width is 5 feet, exclusive of any parking lane. For bridge projects, where pedestrians are legally allowed, sidewalks shall be provided on both sides of the roadway.

The proposed improvements include providing wider shoulders as well as pavement markings delineating the edge of the travel way. This will provide enhanced bicycle accommodation throughout the project corridor. However, since the required 5-foot shoulder width will not be provided, a Design Exception Report has been prepared documenting the need for a waiver from the minimum shoulder width for bicycle accommodation.

The project lies entirely in a rural area and thus does not require pedestrian accommodation along the roadway. There are no existing sidewalks within the project area either adjacent to the roadway or on the bridges. A Design Exception Report has been prepared documenting the need for a waiver from the need for sidewalks on the bridge structures.

3. Safety Enhancements

Roadway improvements along Mount Washington Road will create a widened travel way for vehicles and bicycle accommodations. The corridor width will accommodate 10-foot travel ways with 2- to 4-foot-wide shoulders. Drainage improvements will be made to remove stormwater runoff from the roadway and reduce chances for icing during the winter. Solid white edge lines will be painted to better define the travel way and provide a safer zone for bicyclists at the edge of the roadway.

Existing traffic signs that are in poor condition, or that are not warranted, will be removed or replaced as needed. New signs conforming to the provisions of the MUTCD and MassDOT will be installed. These signs will be consistent with the proposed roadway design. Thermoplastic pavement markings are proposed to delineate the traveled ways and shoulders.

4. Work by Others

There are overhead telephone, electrical and cable lines running between utility poles along the length of the project. Water and drainage lines are located underground at various locations within the project limits. Various utility castings are proposed to be adjusted during the work. Several utility poles are proposed to be relocated where the existing pole location conflicts with guardrail, is within the clear zone, or is in conflict with proposed roadway widening. The work required to relocate utility poles is proposed to be done by the respective utility purveyors.

E. Traffic Management

1. Construction Management Outline

The proposed construction of this project includes: utility adjustments, installation/ relocation of utility poles; roadway widening; curb installation; bridge reconstruction; roadway reconstruction, paving; and installation of signage and pavement markings.

The following temporary traffic control plans are anticipated for this project:

1. Two-way Street Lane Shift
2. Two-way Street Lane Closure
3. Corner of Intersection Moveable Work Area

Two of the three proposed bridge replacements may be constructed via lane closures with alternating one-way traffic without the need for a detour. The bridge over Fenton Brook adjacent to Farm Lane will require a road closure with detour of traffic. The proposed detour will utilize Jug End Road and The Avenue.

Appendix A

Traffic Count Data

48 Hour Automatic Traffic Recorder Counts with Speeds



Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

Innovative Data, LLC

PO Box 468
 Belchertown, Massachusetts
 Innovatedatallc.com or 1.413.668.5094

Start Time	18-Jul-18	Eastbound		Westbound		Combined		19-Jul-Thu	Eastbound		Westbound		Combined		
	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00		0	1	0	6	0	7		0	5	2	8	2	13	
12:15		0	5	0	6	0	11		0	4	0	6	0	10	
12:30		0	6	0	6	0	12		0	12	0	8	0	20	
12:45		0	6	0	10	0	16		0	4	0	7	0	11	
01:00		0	8	0	7	0	15		0	9	1	6	1	15	
01:15		0	5	0	7	0	12		0	7	1	7	1	14	
01:30		0	9	0	6	0	15		0	6	0	9	0	15	
01:45		0	7	0	7	0	14		0	11	0	8	0	19	
02:00		0	3	0	9	0	12		0	4	0	5	0	9	
02:15		0	2	0	6	0	8		0	5	0	7	0	12	
02:30		0	12	0	12	0	24		0	4	0	7	0	11	
02:45		0	7	0	6	0	13		0	10	0	5	0	15	
03:00		0	6	0	5	0	11		0	9	0	11	0	20	
03:15		0	11	0	11	0	22		0	9	0	8	0	17	
03:30		0	12	0	5	0	17		0	2	0	9	0	11	
03:45		0	3	0	4	0	7		0	9	0	7	0	16	
04:00		0	5	0	8	0	13		0	12	0	9	0	21	
04:15		0	9	0	6	0	15		0	7	0	10	0	17	
04:30		1	4	0	6	1	10		1	9	0	8	1	17	
04:45		1	4	0	8	1	12		0	4	0	12	0	16	
05:00		0	8	0	12	0	20		0	3	0	10	0	13	
05:15		0	7	0	5	0	12		0	3	0	10	0	13	
05:30		1	7	0	10	1	17		1	8	0	15	1	23	
05:45		1	4	0	4	1	8		2	6	0	12	2	18	
06:00		3	7	1	3	4	10		2	3	0	4	2	7	
06:15		3	5	3	1	6	6		3	4	0	7	3	11	
06:30		5	8	0	7	5	15		2	6	1	7	3	13	
06:45		5	2	0	4	5	6		4	4	2	4	6	8	
07:00		5	9	6	2	11	11		6	3	1	0	7	3	
07:15		5	5	3	6	8	11		5	8	4	5	9	13	
07:30		6	3	3	5	9	8		8	12	5	3	13	15	
07:45		9	2	3	4	12	6		7	14	1	4	8	18	
08:00		6	9	3	5	9	14		6	8	4	2	10	10	
08:15		6	2	2	8	8	10		10	1	6	5	16	6	
08:30		10	3	2	5	12	8		7	2	8	4	15	6	
08:45		7	0	3	6	10	6		3	0	7	4	10	4	
09:00		4	1	5	1	9	2		3	1	3	4	6	5	
09:15		5	1	4	3	9	4		7	0	7	2	14	2	
09:30		4	1	9	1	13	2		5	0	3	6	8	6	
09:45		5	4	9	2	14	6		7	0	4	0	11	0	
10:00		6	0	3	2	9	2		7	1	7	3	14	4	
10:15		10	1	6	2	16	3		6	0	9	2	15	2	
10:30		7	0	8	0	15	0		7	5	6	2	13	7	
10:45		5	0	6	2	11	2		9	0	10	1	19	1	
11:00		6	0	7	3	13	3		4	0	4	2	8	2	
11:15		3	0	5	1	8	1		5	0	6	0	11	0	
11:30		5	0	1	0	6	0		3	0	7	0	10	0	
11:45		6	0	6	2	12	2		11	0	5	1	16	1	
Total		140	214	98	247	238	461		141	234	114	276	255	510	
Day Total		354		345		699			375		390		765		
% Total		20.0%	30.6%	14.0%	35.3%				18.4%	30.6%	14.9%	36.1%			
Peak		07:45	02:30	09:00	04:45	10:15	02:30		07:30	07:15	10:00	04:45	10:00	03:45	
Vol.		31	36	27	35	55	70		31	42	32	47	61	71	
P.H.F.		0.775	0.750	0.750	0.729	0.859	0.729		0.775	0.750	0.800	0.783	0.803	0.845	
ADT		ADT 732		AADT 732											

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Percent	Percent
07/18/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
06:00	0	0	0	1	2	4	3	6	0	0	0	0	0	0	16	47	49
07:00	0	0	0	0	5	9	5	4	2	0	0	0	0	0	25	47	49
08:00	0	0	0	1	5	6	12	4	0	1	0	0	0	0	29	45	47
09:00	0	0	1	1	6	8	1	1	0	0	0	0	0	0	18	38	40
10:00	1	0	0	0	3	12	8	4	0	0	0	0	0	0	28	45	47
11:00	0	0	0	2	2	7	5	3	1	0	0	0	0	0	20	46	48
12 PM	0	0	0	1	4	8	5	0	0	0	0	0	0	0	18	42	44
13:00	0	0	0	2	5	15	5	2	0	0	0	0	0	0	29	42	45
14:00	0	0	0	1	6	7	5	5	0	0	0	0	0	0	24	46	48
15:00	0	0	0	2	7	16	5	2	0	0	0	0	0	0	32	42	45
16:00	0	0	0	0	3	12	5	1	1	0	0	0	0	0	22	43	45
17:00	0	0	4	1	4	10	4	3	0	0	0	0	0	0	26	43	46
18:00	0	0	0	5	5	7	4	1	0	0	0	0	0	0	22	42	44
19:00	0	0	0	0	1	7	5	6	0	0	0	0	0	0	19	47	49
20:00	0	0	1	2	6	3	2	0	0	0	0	0	0	0	14	38	39
21:00	0	0	0	1	4	0	1	1	0	0	0	0	0	0	7	33	33
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	6	20	69	131	79	43	4	1	0	0	0	0	354		
Percent	0.3%	0.0%	1.7%	5.6%	19.5%	37.0%	22.3%	12.1%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00		09:00	11:00	09:00	10:00	08:00	06:00	07:00	08:00					08:00		
Vol.	1		1	2	6	12	12	6	2	1					29		
PM Peak			17:00	18:00	15:00	15:00	12:00	19:00	16:00						15:00		
Vol.			4	5	7	16	5	6	1						32		

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/19/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	*	*
06:00	0	0	0	0	3	3	3	2	0	0	0	0	0	0	11	43	44
07:00	0	0	1	1	5	10	5	4	0	0	0	0	0	0	26	45	47
08:00	0	0	0	1	4	7	9	5	0	0	0	0	0	0	26	46	48
09:00	0	0	0	0	4	8	6	3	0	1	0	0	0	0	22	45	47
10:00	0	0	1	2	3	10	10	2	1	0	0	0	0	0	29	43	45
11:00	0	0	0	0	4	13	2	3	1	0	0	0	0	0	23	45	47
12 PM	0	0	0	2	5	8	7	2	1	0	0	0	0	0	25	43	45
13:00	0	0	1	2	11	9	9	1	0	0	0	0	0	0	33	42	45
14:00	0	0	1	4	5	6	6	1	0	0	0	0	0	0	23	42	44
15:00	0	0	1	1	5	17	4	1	0	0	0	0	0	0	29	41	43
16:00	0	0	1	1	10	8	9	3	0	0	0	0	0	0	32	43	46
17:00	0	0	1	0	5	4	10	0	0	0	0	0	0	0	20	43	45
18:00	0	0	0	0	1	10	3	2	0	1	0	0	0	0	17	42	44
19:00	0	0	0	4	6	15	11	1	0	0	0	0	0	0	37	42	45
20:00	0	0	0	1	3	6	1	0	0	0	0	0	0	0	11	39	40
21:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
22:00	0	0	0	1	3	0	1	1	0	0	0	0	0	0	6	32	32
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	7	20	77	135	98	33	3	2	0	0	0	0	375		
Percent	0.0%	0.0%	1.9%	5.3%	20.5%	36.0%	26.1%	8.8%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	10:00	07:00	11:00	10:00	08:00	10:00	09:00					10:00		
Vol.			1	2	5	13	10	5	1	1					29		
PM Peak			13:00	14:00	13:00	15:00	19:00	16:00	12:00	18:00					19:00		
Vol.			1	4	11	17	11	3	1	1					37		
Total	1	0	13	40	146	266	177	76	7	3	0	0	0	0	729		
Percent	0.1%	0.0%	1.8%	5.5%	20.0%	36.5%	24.3%	10.4%	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%			
			15th Percentile :		31 MPH												
			50th Percentile :		38 MPH												
			85th Percentile :		44 MPH												
			95th Percentile :		48 MPH												

Stats 10 MPH Pace Speed : 34-43 MPH
 Number in Pace : 430
 Percent in Pace : 59.0%
 Number of Vehicles > 40 MPH : 273
 Percent of Vehicles > 40 MPH : 37.5%
 Mean Speed(Average) : 39 MPH

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Westbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Percent	Percent
07/18/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	33	33
07:00	0	0	0	0	5	6	3	1	0	0	0	0	0	0	15	41	43
08:00	0	0	0	2	2	4	2	0	0	0	0	0	0	0	10	39	40
09:00	0	1	2	6	8	6	3	1	0	0	0	0	0	0	27	40	42
10:00	0	0	1	0	4	10	8	0	0	0	0	0	0	0	23	42	44
11:00	0	0	0	5	7	6	0	1	0	0	0	0	0	0	19	37	39
12 PM	0	0	1	2	7	10	7	0	1	0	0	0	0	0	28	41	44
13:00	0	0	0	2	8	7	7	3	0	0	0	0	0	0	27	44	46
14:00	0	0	1	3	11	12	4	2	0	0	0	0	0	0	33	41	44
15:00	0	0	2	0	11	8	3	1	0	0	0	0	0	0	25	40	42
16:00	0	1	2	0	6	8	9	2	0	0	0	0	0	0	28	43	45
17:00	0	0	1	2	9	9	8	1	0	1	0	0	0	0	31	42	44
18:00	0	0	0	2	3	4	5	1	0	0	0	0	0	0	15	43	45
19:00	0	0	0	0	5	4	7	1	0	0	0	0	0	0	17	43	45
20:00	0	0	0	2	8	6	8	0	0	0	0	0	0	0	24	42	44
21:00	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7	34	34
22:00	0	0	0	0	2	2	0	2	0	0	0	0	0	0	6	*	*
23:00	0	0	0	0	1	1	4	0	0	0	0	0	0	0	6	43	43
Total	0	2	10	28	103	106	78	16	1	1	0	0	0	0	345		
Percent	0.0%	0.6%	2.9%	8.1%	29.9%	30.7%	22.6%	4.6%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	09:00	09:00	09:00	10:00	10:00	07:00							09:00		
Vol.		1	2	6	8	10	8	1							27		
PM Peak		16:00	15:00	14:00	14:00	14:00	16:00	13:00	12:00	17:00					14:00		
Vol.		1	2	3	11	12	9	3	1	1					33		

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Westbound																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/19/18	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
01:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	*	*
07:00	0	0	0	3	1	4	2	1	0	0	0	0	0	0	11	39	40
08:00	0	0	1	2	5	12	4	1	0	0	0	0	0	0	25	41	43
09:00	0	0	0	3	3	7	4	0	0	0	0	0	0	0	17	41	43
10:00	0	0	2	9	12	5	3	1	0	0	0	0	0	0	32	39	42
11:00	0	0	0	3	6	6	6	1	0	0	0	0	0	0	22	43	45
12 PM	0	0	1	5	10	7	6	0	0	0	0	0	0	0	29	40	43
13:00	0	0	1	1	8	11	5	4	0	0	0	0	0	0	30	44	47
14:00	0	1	0	1	3	11	3	4	1	0	0	0	0	0	24	46	48
15:00	0	0	0	8	7	10	8	1	1	0	0	0	0	0	35	41	44
16:00	0	0	2	6	7	9	12	3	0	0	0	0	0	0	39	43	46
17:00	0	0	0	1	7	16	20	3	0	0	0	0	0	0	47	44	45
18:00	0	0	0	2	1	10	8	1	0	0	0	0	0	0	22	43	45
19:00	0	0	0	0	3	2	7	0	0	0	0	0	0	0	12	44	45
20:00	0	1	0	2	4	3	3	2	0	0	0	0	0	0	15	42	44
21:00	0	0	0	0	5	5	1	1	0	0	0	0	0	0	12	39	40
22:00	0	0	0	3	2	2	1	0	0	0	0	0	0	0	8	29	29
23:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	32	32
Total	0	2	8	49	89	121	95	24	2	0	0	0	0	0	390		
Percent	0.0%	0.5%	2.1%	12.6%	22.8%	31.0%	24.4%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	10:00	10:00	08:00	11:00	00:00							10:00		
Vol.			2	9	12	12	6	1							32		
PM Peak		14:00	16:00	15:00	12:00	17:00	17:00	13:00	14:00						17:00		
Vol.		1	2	8	10	16	20	4	1						47		
Total	0	4	18	77	192	227	173	40	3	1	0	0	0	0	735		
Percent	0.0%	0.5%	2.4%	10.5%	26.1%	30.9%	23.5%	5.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
			15th Percentile :		29 MPH												
			50th Percentile :		36 MPH												
			85th Percentile :		43 MPH												
			95th Percentile :		46 MPH												

Stats
 10 MPH Pace Speed : 33-42 MPH
 Number in Pace : 410
 Percent in Pace : 55.8%
 Number of Vehicles > 40 MPH : 223
 Percent of Vehicles > 40 MPH : 30.3%
 Mean Speed(Average) : 37 MPH

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound, Westbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
07/18/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
06:00	0	0	0	1	5	5	3	6	0	0	0	0	0	0	20	46	48
07:00	0	0	0	0	10	15	8	5	2	0	0	0	0	0	40	46	50
08:00	0	0	0	3	7	10	14	4	0	1	0	0	0	0	39	44	47
09:00	0	1	3	7	14	14	4	2	0	0	0	0	0	0	45	40	43
10:00	1	0	1	0	7	22	16	4	0	0	0	0	0	0	51	43	46
11:00	0	0	0	7	9	13	5	4	1	0	0	0	0	0	39	44	48
12 PM	0	0	1	3	11	18	12	0	1	0	0	0	0	0	46	41	43
13:00	0	0	0	4	13	22	12	5	0	0	0	0	0	0	56	43	47
14:00	0	0	1	4	17	19	9	7	0	0	0	0	0	0	57	44	48
15:00	0	0	2	2	18	24	8	3	0	0	0	0	0	0	57	41	45
16:00	0	1	2	0	9	20	14	3	1	0	0	0	0	0	50	43	46
17:00	0	0	5	3	13	19	12	4	0	1	0	0	0	0	57	42	46
18:00	0	0	0	7	8	11	9	2	0	0	0	0	0	0	37	42	45
19:00	0	0	0	0	6	11	12	7	0	0	0	0	0	0	36	46	49
20:00	0	0	1	4	14	9	10	0	0	0	0	0	0	0	38	42	44
21:00	0	0	0	3	7	2	1	1	0	0	0	0	0	0	14	35	36
22:00	0	0	0	0	2	2	1	2	0	0	0	0	0	0	7	*	*
23:00	0	0	0	0	1	1	4	0	0	0	0	0	0	0	6	43	43
Total	1	2	16	48	172	237	157	59	5	2	0	0	0	0	699		
Percent	0.1%	0.3%	2.3%	6.9%	24.6%	33.9%	22.5%	8.4%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	09:00	09:00	09:00	10:00	10:00	06:00	07:00	08:00					10:00		
Vol.	1	1	3	7	14	22	16	6	2	1					51		
PM Peak		16:00	17:00	18:00	15:00	15:00	16:00	14:00	12:00	17:00					14:00		
Vol.		1	5	7	18	24	14	7	1	1					57		

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound, Westbound

Start Time	15	16	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
07/19/18	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
01:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	*	*
06:00	0	0	0	0	0	5	4	3	2	0	0	0	0	0	0	14	42	44
07:00	0	0	1	4	6	14	7	5	0	0	0	0	0	0	0	37	44	48
08:00	0	0	1	3	9	19	13	6	0	0	0	0	0	0	0	51	44	47
09:00	0	0	0	3	7	15	10	3	0	1	0	0	0	0	0	39	43	46
10:00	0	0	3	11	15	15	13	3	1	0	0	0	0	0	0	61	42	45
11:00	0	0	0	3	10	19	8	4	1	0	0	0	0	0	0	45	43	47
12 PM	0	0	1	7	15	15	13	2	1	0	0	0	0	0	0	54	42	44
13:00	0	0	2	3	19	20	14	5	0	0	0	0	0	0	0	63	43	46
14:00	0	1	1	5	8	17	9	5	1	0	0	0	0	0	0	47	44	48
15:00	0	0	1	9	12	27	12	2	1	0	0	0	0	0	0	64	41	44
16:00	0	0	3	7	17	17	21	6	0	0	0	0	0	0	0	71	43	46
17:00	0	0	1	1	12	20	30	3	0	0	0	0	0	0	0	67	44	45
18:00	0	0	0	2	2	20	11	3	0	1	0	0	0	0	0	39	43	46
19:00	0	0	0	4	9	17	18	1	0	0	0	0	0	0	0	49	43	45
20:00	0	1	0	3	7	9	4	2	0	0	0	0	0	0	0	26	42	44
21:00	0	0	0	0	5	5	2	1	0	0	0	0	0	0	0	13	40	41
22:00	0	0	0	4	5	2	2	1	0	0	0	0	0	0	0	14	35	36
23:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	32	32
Total	0	2	15	69	166	256	193	57	5	2	0	0	0	0	0	765		
Percent	0.0%	0.3%	2.0%	9.0%	21.7%	33.5%	25.2%	7.5%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	10:00	10:00	08:00	08:00	08:00	10:00	09:00						10:00		
Vol.			3	11	15	19	13	6	1	1						61		
PM Peak		14:00	16:00	15:00	13:00	15:00	17:00	16:00	12:00	18:00						16:00		
Vol.		1	3	9	19	27	30	6	1	1						71		
Total	1	4	31	117	338	493	350	116	10	4	0	0	0	0	0	1464		
Percent	0.1%	0.3%	2.1%	8.0%	23.1%	33.7%	23.9%	7.9%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 30 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH

Stats
 10 MPH Pace Speed : 34-43 MPH
 Number in Pace : 837
 Percent in Pace : 57.2%
 Number of Vehicles > 40 MPH : 496
 Percent of Vehicles > 40 MPH : 33.9%
 Mean Speed(Average) : 38 MPH

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/18/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	6	8	0	2	0	0	0	0	0	0	0	0	0	16
07:00	0	14	10	1	0	0	0	0	0	0	0	0	0	0	25
08:00	2	24	3	0	0	0	0	0	0	0	0	0	0	0	29
09:00	0	15	1	1	1	0	0	0	0	0	0	0	0	0	18
10:00	0	19	6	0	2	1	0	0	0	0	0	0	0	0	28
11:00	0	12	5	0	1	2	0	0	0	0	0	0	0	0	20
12 PM	0	10	5	0	1	1	0	1	0	0	0	0	0	0	18
13:00	0	23	3	0	2	1	0	0	0	0	0	0	0	0	29
14:00	0	20	3	0	0	0	0	1	0	0	0	0	0	0	24
15:00	1	22	6	0	0	2	0	0	0	1	0	0	0	0	32
16:00	0	15	4	1	2	0	0	0	0	0	0	0	0	0	22
17:00	1	19	5	0	0	0	0	0	0	1	0	0	0	0	26
18:00	3	16	2	0	1	0	0	0	0	0	0	0	0	0	22
19:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
20:00	0	8	3	0	1	2	0	0	0	0	0	0	0	0	14
21:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	244	74	3	13	9	0	2	0	2	0	0	0	0	354
Percent	2.0%	68.9%	20.9%	0.8%	3.7%	2.5%	0.0%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	07:00	06:00	11:00									
Vol.	2	24	10	1	2	2									
PM Peak	18:00	13:00	15:00	16:00	13:00	15:00		12:00		15:00					
Vol.	3	23	6	1	2	2		1		1					

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/19/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	6	0	2	0	0	0	0	0	0	0	0	0	11
07:00	1	18	7	0	0	0	0	0	0	0	0	0	0	0	26
08:00	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
09:00	0	14	5	1	1	0	0	1	0	0	0	0	0	0	22
10:00	1	16	11	0	1	0	0	0	0	0	0	0	0	0	29
11:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
12 PM	0	15	7	0	3	0	0	0	0	0	0	0	0	0	25
13:00	1	23	5	0	4	0	0	0	0	0	0	0	0	0	33
14:00	1	13	6	0	2	0	0	1	0	0	0	0	0	0	23
15:00	0	19	9	0	0	1	0	0	0	0	0	0	0	0	29
16:00	0	19	5	1	6	1	0	0	0	0	0	0	0	0	32
17:00	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
18:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
19:00	0	24	11	0	1	0	0	1	0	0	0	0	0	0	37
20:00	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	255	85	2	24	2	0	3	0	0	0	0	0	0	375
Percent	1.1%	68.0%	22.7%	0.5%	6.4%	0.5%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	10:00	09:00	06:00			09:00							
Vol.	1	22	11	1	2			1							
PM Peak	13:00	19:00	19:00	16:00	16:00	15:00		14:00							
Vol.	1	24	11	1	6	1		1							
Grand Total	11	499	159	5	37	11	0	5	0	2	0	0	0	0	729
Percent	1.5%	68.4%	21.8%	0.7%	5.1%	1.5%	0.0%	0.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/18/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
07:00	0	6	8	0	1	0	0	0	0	0	0	0	0	0	15
08:00	0	5	1	1	2	0	0	1	0	0	0	0	0	0	10
09:00	0	14	7	0	4	1	1	0	0	0	0	0	0	0	27
10:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23
11:00	0	15	3	0	0	0	1	0	0	0	0	0	0	0	19
12 PM	0	21	6	0	0	1	0	0	0	0	0	0	0	0	28
13:00	1	19	5	0	1	0	0	0	0	1	0	0	0	0	27
14:00	0	24	4	0	2	1	1	1	0	0	0	0	0	0	33
15:00	1	18	3	1	2	0	0	0	0	0	0	0	0	0	25
16:00	0	20	6	0	1	0	0	0	0	1	0	0	0	0	28
17:00	1	23	6	0	1	0	0	0	0	0	0	0	0	0	31
18:00	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
19:00	0	6	7	0	2	2	0	0	0	0	0	0	0	0	17
20:00	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
Total	3	232	78	3	16	6	3	2	0	2	0	0	0	0	345
Percent	0.9%	67.2%	22.6%	0.9%	4.6%	1.7%	0.9%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	07:00	06:00	09:00	06:00	09:00	08:00							
Vol.		17	8	1	4	1	1	1							
PM Peak	13:00	14:00	18:00	15:00	14:00	19:00	14:00	14:00		13:00					
Vol.	1	24	7	1	2	2	1	1		1					

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedata LLC or 1.413.668.5094

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/19/18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	5	5	0	1	0	0	0	0	0	0	0	0	0	11
08:00	0	15	7	1	2	0	0	0	0	0	0	0	0	0	25
09:00	0	12	3	0	2	0	0	0	0	0	0	0	0	0	17
10:00	0	22	6	0	2	0	0	2	0	0	0	0	0	0	32
11:00	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22
12 PM	0	19	6	0	4	0	0	0	0	0	0	0	0	0	29
13:00	2	20	5	0	3	0	0	0	0	0	0	0	0	0	30
14:00	0	16	7	0	0	0	1	0	0	0	0	0	0	0	24
15:00	1	23	5	1	4	0	1	0	0	0	0	0	0	0	35
16:00	0	28	9	0	1	0	0	1	0	0	0	0	0	0	39
17:00	0	31	15	0	1	0	0	0	0	0	0	0	0	0	47
18:00	1	17	3	0	1	0	0	0	0	0	0	0	0	0	22
19:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	266	89	2	24	0	2	3	0	0	0	0	0	0	390
Percent	1.0%	68.2%	22.8%	0.5%	6.2%	0.0%	0.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00	08:00	08:00			10:00							
Vol.		22	7	1	2			2							
PM Peak	13:00	17:00	17:00	15:00	12:00		14:00	16:00							
Vol.	2	31	15	1	4		1	1							
Grand Total	7	498	167	5	40	6	5	5	0	2	0	0	0	0	735
Percent	1.0%	67.8%	22.7%	0.7%	5.4%	0.8%	0.7%	0.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Jug End Road
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/18/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	6	10	1	2	1	0	0	0	0	0	0	0	0	20
07:00	0	20	18	1	1	0	0	0	0	0	0	0	0	0	40
08:00	2	29	4	1	2	0	0	1	0	0	0	0	0	0	39
09:00	0	29	8	1	5	1	1	0	0	0	0	0	0	0	45
10:00	0	36	12	0	2	1	0	0	0	0	0	0	0	0	51
11:00	0	27	8	0	1	2	1	0	0	0	0	0	0	0	39
12 PM	0	31	11	0	1	2	0	1	0	0	0	0	0	0	46
13:00	1	42	8	0	3	1	0	0	0	1	0	0	0	0	56
14:00	0	44	7	0	2	1	1	2	0	0	0	0	0	0	57
15:00	2	40	9	1	2	2	0	0	0	1	0	0	0	0	57
16:00	0	35	10	1	3	0	0	0	0	1	0	0	0	0	50
17:00	2	42	11	0	1	0	0	0	0	1	0	0	0	0	57
18:00	3	24	9	0	1	0	0	0	0	0	0	0	0	0	37
19:00	0	21	11	0	2	2	0	0	0	0	0	0	0	0	36
20:00	0	30	5	0	1	2	0	0	0	0	0	0	0	0	38
21:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
Total	10	476	152	6	29	15	3	4	0	4	0	0	0	0	699
Percent	1.4%	68.1%	21.7%	0.9%	4.1%	2.1%	0.4%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	07:00	06:00	09:00	11:00	09:00	08:00							
Vol.	2	36	18	1	5	2	1	1							
PM Peak	18:00	14:00	12:00	15:00	13:00	12:00	14:00	14:00		13:00					
Vol.	3	44	11	1	3	2	1	2		1					

Innovative Data, LLC

Location: Mount Washington Road
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PO Box 468
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Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/19/18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	4	8	0	2	0	0	0	0	0	0	0	0	0	14
07:00	1	23	12	0	1	0	0	0	0	0	0	0	0	0	37
08:00	0	37	10	1	3	0	0	0	0	0	0	0	0	0	51
09:00	0	26	8	1	3	0	0	1	0	0	0	0	0	0	39
10:00	1	38	17	0	3	0	0	2	0	0	0	0	0	0	61
11:00	0	32	10	0	3	0	0	0	0	0	0	0	0	0	45
12 PM	0	34	13	0	7	0	0	0	0	0	0	0	0	0	54
13:00	3	43	10	0	7	0	0	0	0	0	0	0	0	0	63
14:00	1	29	13	0	2	0	1	1	0	0	0	0	0	0	47
15:00	1	42	14	1	4	1	1	0	0	0	0	0	0	0	64
16:00	0	47	14	1	7	1	0	1	0	0	0	0	0	0	71
17:00	0	49	16	0	2	0	0	0	0	0	0	0	0	0	67
18:00	1	32	5	0	1	0	0	0	0	0	0	0	0	0	39
19:00	0	34	13	0	1	0	0	1	0	0	0	0	0	0	49
20:00	0	22	2	0	2	0	0	0	0	0	0	0	0	0	26
21:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	521	174	4	48	2	2	6	0	0	0	0	0	0	765
Percent	1.0%	68.1%	22.7%	0.5%	6.3%	0.3%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	10:00	10:00	08:00	08:00			10:00							
Vol.	1	38	17	1	3			2							
PM Peak	13:00	17:00	17:00	15:00	12:00	15:00	14:00	14:00							
Vol.	3	49	16	1	7	1	1	1							
Grand Total	18	997	326	10	77	17	5	10	0	4	0	0	0	0	1464
Percent	1.2%	68.1%	22.3%	0.7%	5.3%	1.2%	0.3%	0.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	



Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

Innovative Data, LLC

PO Box 468
 Belchertown, Massachusetts
 Innovatedataallc.com or 1.413.668.5094

Start Time	18-Jul-18 Wed	Eastbound		Westbound		Combined		19-Jul- Thu	Eastbound		Westbound		Combined		
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00		0	11	0	9	0	20		0	12	2	11	2	23	
12:15		1	14	0	19	1	33		0	12	1	11	1	23	
12:30		0	9	0	8	0	17		0	22	0	13	0	35	
12:45		0	13	1	18	1	31		0	11	0	17	0	28	
01:00		0	13	1	20	1	33		0	13	4	13	4	26	
01:15		0	8	1	14	1	22		0	6	0	11	0	17	
01:30		0	10	0	9	0	19		0	15	0	12	0	27	
01:45		0	15	0	8	0	23		0	12	0	15	0	27	
02:00		0	9	0	10	0	19		0	12	1	9	1	21	
02:15		0	15	0	11	0	26		0	10	0	14	0	24	
02:30		0	16	0	18	0	34		0	7	0	15	0	22	
02:45		0	11	0	10	0	21		0	11	0	10	0	21	
03:00		0	16	0	20	0	36		0	13	0	14	0	27	
03:15		0	12	0	17	0	29		0	11	0	17	0	28	
03:30		0	18	0	10	0	28		0	12	0	18	0	30	
03:45		1	11	0	11	1	22		0	14	0	8	0	22	
04:00		0	13	0	13	0	26		0	4	0	11	0	15	
04:15		0	12	0	9	0	21		0	15	0	17	0	32	
04:30		1	9	0	11	1	20		1	19	0	18	1	37	
04:45		1	8	0	14	1	22		2	13	0	12	2	25	
05:00		2	15	0	18	2	33		1	7	0	12	1	19	
05:15		2	8	0	9	2	17		0	7	0	16	0	23	
05:30		2	5	0	15	2	20		3	7	0	22	3	29	
05:45		2	8	0	10	2	18		3	10	0	14	3	24	
06:00		2	9	2	6	4	15		3	7	0	9	3	16	
06:15		5	7	3	4	8	11		5	6	0	10	5	16	
06:30		9	12	0	4	9	16		4	11	1	10	5	21	
06:45		9	9	3	5	12	14		9	11	3	4	12	15	
07:00		8	8	6	4	14	12		5	4	1	4	6	8	
07:15		9	9	6	8	15	17		7	7	6	6	13	13	
07:30		7	3	7	10	14	13		15	7	7	4	22	11	
07:45	16	2	4	5	20	7		15	17	5	5	20	22		
08:00	13	14	10	8	23	22		8	12	7	6	15	18		
08:15	16	5	11	9	27	14		16	1	11	5	27	6		
08:30	21	2	12	10	33	12		18	2	17	10	35	12		
08:45	14	1	13	6	27	7		16	1	9	9	25	10		
09:00	13	2	8	4	21	6		14	1	8	5	22	6		
09:15	5	1	8	5	13	6		16	2	13	7	29	9		
09:30	6	0	13	2	19	2		15	1	10	2	25	3		
09:45	11	5	10	2	21	7		14	0	7	2	21	2		
10:00	13	0	7	2	20	2		14	1	7	3	21	4		
10:15	15	1	6	4	21	5		6	1	10	6	16	7		
10:30	9	1	12	1	21	2		8	5	13	6	21	11		
10:45	10	0	11	3	21	3		18	0	9	3	27	3		
11:00	15	0	13	5	28	5		4	0	9	1	13	1		
11:15	11	0	10	2	21	2		10	0	9	0	19	0		
11:30	12	0	9	2	21	2		10	0	14	2	24	2		
11:45	14	0	12	1	26	1		11	0	8	2	19	2		
Total		275	370	199	423	474	793		271	372	192	451	463	823	
Day Total		645		622		1267			643		643		1286		
% Total		21.7%	29.2%	15.7%	33.4%				21.1%	28.9%	14.9%	35.1%			
Peak		07:45	02:15	08:00	00:15	08:00	02:30		08:15	00:15	08:30	05:00	08:30	04:15	
Vol.		66	58	46	65	110	120		64	58	47	64	111	113	
P.H.F.		0.786	0.906	0.885	0.813	0.833	0.833		0.889	0.659	0.691	0.727	0.793	0.764	
ADT		ADT 1,274		AADT 1,274											

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/18/18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	3	2	1	2	0	0	0	0	0	0	0	8	29	29
06:00	0	0	1	0	2	9	9	3	1	0	0	0	0	0	25	45	47
07:00	1	0	0	1	9	15	12	2	0	0	0	0	0	0	40	43	45
08:00	0	1	2	3	12	18	20	8	0	0	0	0	0	0	64	45	47
09:00	0	1	1	0	6	18	7	1	1	0	0	0	0	0	35	41	44
10:00	0	0	0	2	17	21	6	1	0	0	0	0	0	0	47	40	43
11:00	1	0	1	3	16	13	10	8	0	0	0	0	0	0	52	45	48
12 PM	0	0	0	2	8	24	10	2	1	0	0	0	0	0	47	42	44
13:00	0	0	1	1	5	27	10	2	0	0	0	0	0	0	46	42	44
14:00	0	0	0	3	7	24	14	3	0	0	0	0	0	0	51	42	45
15:00	0	0	2	3	11	21	16	3	1	0	0	0	0	0	57	43	46
16:00	0	0	1	3	7	23	8	0	0	0	0	0	0	0	42	41	43
17:00	0	0	0	0	12	15	7	2	0	0	0	0	0	0	36	41	45
18:00	0	0	0	0	11	20	5	1	0	0	0	0	0	0	37	41	44
19:00	0	0	0	0	7	5	8	2	0	0	0	0	0	0	22	44	46
20:00	0	0	1	4	8	5	2	2	0	0	0	0	0	0	22	39	41
21:00	0	0	0	0	4	1	3	0	0	0	0	0	0	0	8	42	42
22:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	2	10	29	145	262	151	40	4	0	0	0	0	0	645		
Percent	0.3%	0.3%	1.6%	4.5%	22.5%	40.6%	23.4%	6.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	05:00	10:00	10:00	08:00	08:00	06:00						08:00		
Vol.	1	1	2	3	17	21	20	8	1						64		
PM Peak			15:00	20:00	17:00	13:00	15:00	14:00	12:00						15:00		
Vol.			2	4	12	27	16	3	1						57		

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/19/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	*	*
05:00	0	0	0	3	0	4	0	0	0	0	0	0	0	0	7	38	38
06:00	0	0	0	0	6	6	8	1	0	0	0	0	0	0	21	43	45
07:00	0	0	0	3	5	12	18	4	0	0	0	0	0	0	42	44	46
08:00	0	1	0	5	8	21	17	6	0	0	0	0	0	0	58	44	47
09:00	0	0	0	3	11	29	12	3	1	0	0	0	0	0	59	42	46
10:00	0	0	1	4	7	18	12	4	0	0	0	0	0	0	46	43	46
11:00	0	0	0	1	5	16	11	2	0	0	0	0	0	0	35	43	45
12 PM	2	0	0	5	9	16	18	6	1	0	0	0	0	0	57	45	48
13:00	0	0	0	4	16	15	8	3	0	0	0	0	0	0	46	42	45
14:00	0	0	0	1	6	18	13	1	1	0	0	0	0	0	40	43	45
15:00	0	0	1	4	11	19	12	3	0	0	0	0	0	0	50	42	45
16:00	0	0	0	0	13	24	12	2	0	0	0	0	0	0	51	42	44
17:00	0	0	0	0	5	17	8	1	0	0	0	0	0	0	31	42	44
18:00	0	0	0	2	3	22	4	4	0	0	0	0	0	0	35	43	47
19:00	0	0	0	2	10	17	6	0	0	0	0	0	0	0	35	40	43
20:00	0	0	1	2	4	6	3	0	0	0	0	0	0	0	16	40	42
21:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	*	*
22:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	7	37	38
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	1	4	39	123	267	164	40	3	0	0	0	0	0	643		
Percent	0.3%	0.2%	0.6%	6.1%	19.1%	41.5%	25.5%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	04:00	08:00	09:00	09:00	07:00	08:00	09:00						09:00		
Vol.		1	1	5	11	29	18	6	1						59		
PM Peak	12:00		15:00	12:00	13:00	16:00	12:00	12:00	12:00						12:00		
Vol.	2		1	5	16	24	18	6	1						57		
Total	4	3	14	68	268	529	315	80	7	0	0	0	0	0	1288		
Percent	0.3%	0.2%	1.1%	5.3%	20.8%	41.1%	24.5%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
			15th Percentile :		31 MPH												
			50th Percentile :		37 MPH												
			85th Percentile :		43 MPH												
			95th Percentile :		46 MPH												

Stats 10 MPH Pace Speed : 34-43 MPH
 Number in Pace : 822
 Percent in Pace : 63.8%
 Number of Vehicles > 40 MPH : 426
 Percent of Vehicles > 40 MPH : 33.1%
 Mean Speed(Average) : 38 MPH

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Westbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Percent	Percent
07/18/18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	2	0	4	2	0	0	0	0	0	0	0	0	8	35	35
07:00	0	0	0	1	8	13	1	0	0	0	0	0	0	0	23	39	40
08:00	0	0	0	4	13	24	5	0	0	0	0	0	0	0	46	40	42
09:00	2	0	0	7	10	14	5	1	0	0	0	0	0	0	39	40	43
10:00	0	0	0	1	16	12	7	0	0	0	0	0	0	0	36	41	44
11:00	0	0	0	3	19	16	5	1	0	0	0	0	0	0	44	40	43
12 PM	0	0	0	2	20	22	8	2	0	0	0	0	0	0	54	41	44
13:00	0	0	2	4	16	22	6	1	0	0	0	0	0	0	51	40	43
14:00	0	0	0	3	15	21	8	2	0	0	0	0	0	0	49	41	44
15:00	0	0	0	4	15	22	16	1	0	0	0	0	0	0	58	42	44
16:00	0	0	0	1	14	15	15	0	2	0	0	0	0	0	47	42	44
17:00	0	0	0	3	20	19	9	1	0	0	0	0	0	0	52	41	44
18:00	0	0	0	3	4	9	3	0	0	0	0	0	0	0	19	40	42
19:00	0	0	1	1	10	10	5	0	0	0	0	0	0	0	27	41	43
20:00	0	0	1	3	16	11	1	1	0	0	0	0	0	0	33	38	40
21:00	0	0	1	2	4	6	0	0	0	0	0	0	0	0	13	38	39
22:00	0	0	0	0	6	2	2	0	0	0	0	0	0	0	10	35	36
23:00	0	0	0	1	4	3	1	1	0	0	0	0	0	0	10	37	38
Total	2	0	7	43	215	244	98	11	2	0	0	0	0	0	622		
Percent	0.3%	0.0%	1.1%	6.9%	34.6%	39.2%	15.8%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00		06:00	09:00	11:00	08:00	10:00	09:00							08:00		
Vol.	2		2	7	19	24	7	1							46		
PM Peak			13:00	13:00	12:00	12:00	15:00	12:00	16:00						15:00		
Vol.			2	4	20	22	16	2	2						58		

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
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 Innovativedatallc.com or 1.413.668.5094

Westbound																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/19/18	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	*	*
01:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	*	*
07:00	0	0	1	1	3	8	5	1	0	0	0	0	0	0	19	43	45
08:00	0	0	0	5	15	20	4	0	0	0	0	0	0	0	44	39	41
09:00	0	0	0	3	11	19	3	2	0	0	0	0	0	0	38	40	43
10:00	0	0	0	5	16	13	5	0	0	0	0	0	0	0	39	40	43
11:00	0	0	0	1	12	25	2	0	0	0	0	0	0	0	40	39	40
12 PM	0	0	0	7	19	16	8	2	0	0	0	0	0	0	52	41	44
13:00	0	0	0	5	13	19	8	5	1	0	0	0	0	0	51	43	48
14:00	0	0	0	2	13	22	10	1	0	0	0	0	0	0	48	42	44
15:00	0	0	2	4	9	29	12	1	0	0	0	0	0	0	57	41	44
16:00	0	0	0	3	14	30	10	0	0	0	1	0	0	0	58	41	43
17:00	0	0	0	3	10	30	17	3	1	0	0	0	0	0	64	43	45
18:00	0	0	0	2	10	15	5	1	0	0	0	0	0	0	33	41	44
19:00	0	0	0	1	7	6	3	1	0	1	0	0	0	0	19	41	43
20:00	0	0	2	5	13	5	5	0	0	0	0	0	0	0	30	40	43
21:00	0	0	1	4	6	3	2	0	0	0	0	0	0	0	16	37	39
22:00	0	1	0	3	6	5	2	0	0	1	0	0	0	0	18	39	41
23:00	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5	*	*
Total	0	1	6	56	182	270	105	18	2	2	1	0	0	0	643		
Percent	0.0%	0.2%	0.9%	8.7%	28.3%	42.0%	16.3%	2.8%	0.3%	0.3%	0.2%	0.0%	0.0%	0.0%			
AM Peak			07:00	08:00	10:00	11:00	07:00	09:00							08:00		
Vol.			1	5	16	25	5	2							44		
PM Peak		22:00	15:00	12:00	12:00	16:00	17:00	13:00	13:00	19:00	16:00				17:00		
Vol.		1	2	7	19	30	17	5	1	1	1				64		
Total	2	1	13	99	397	514	203	29	4	2	1	0	0	0	1265		
Percent	0.2%	0.1%	1.0%	7.8%	31.4%	40.6%	16.0%	2.3%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%			
			15th Percentile :		30 MPH												
			50th Percentile :		36 MPH												
			85th Percentile :		41 MPH												
			95th Percentile :		44 MPH												

Stats
 10 MPH Pace Speed : 32-41 MPH
 Number in Pace : 846
 Percent in Pace : 66.9%
 Number of Vehicles > 40 MPH : 276
 Percent of Vehicles > 40 MPH : 21.8%
 Mean Speed(Average) : 37 MPH

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
07/18/18	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	*	*
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	3	2	1	2	0	0	0	0	0	0	0	8	29	29
06:00	0	0	3	0	6	11	9	3	1	0	0	0	0	0	33	44	47
07:00	1	0	0	2	17	28	13	2	0	0	0	0	0	0	63	42	44
08:00	0	1	2	7	25	42	25	8	0	0	0	0	0	0	110	43	46
09:00	2	1	1	7	16	32	12	2	1	0	0	0	0	0	74	41	44
10:00	0	0	0	3	33	33	13	1	0	0	0	0	0	0	83	40	43
11:00	1	0	1	6	35	29	15	9	0	0	0	0	0	0	96	43	47
12 PM	0	0	0	4	28	46	18	4	1	0	0	0	0	0	101	41	45
13:00	0	0	3	5	21	49	16	3	0	0	0	0	0	0	97	41	44
14:00	0	0	0	6	22	45	22	5	0	0	0	0	0	0	100	42	46
15:00	0	0	2	7	26	43	32	4	1	0	0	0	0	0	115	43	45
16:00	0	0	1	4	21	38	23	0	2	0	0	0	0	0	89	42	44
17:00	0	0	0	3	32	34	16	3	0	0	0	0	0	0	88	41	44
18:00	0	0	0	3	15	29	8	1	0	0	0	0	0	0	56	40	43
19:00	0	0	1	1	17	15	13	2	0	0	0	0	0	0	49	42	44
20:00	0	0	2	7	24	16	3	3	0	0	0	0	0	0	55	40	45
21:00	0	0	1	2	8	7	3	0	0	0	0	0	0	0	21	40	42
22:00	0	0	0	0	6	3	3	0	0	0	0	0	0	0	12	41	42
23:00	0	0	0	1	4	3	1	1	0	0	0	0	0	0	10	37	38
Total	4	2	17	72	360	506	249	51	6	0	0	0	0	0	1267		
Percent	0.3%	0.2%	1.3%	5.7%	28.4%	39.9%	19.7%	4.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	06:00	08:00	11:00	08:00	08:00	11:00	06:00						08:00		
Vol.	2	1	3	7	35	42	25	9	1						110		
PM Peak			13:00	15:00	17:00	13:00	15:00	14:00	16:00						15:00		
Vol.			3	7	32	49	32	5	2						115		

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound, Westbound

Start Time	15	16	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
07/19/18	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	*	*
01:00	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	3	*	*
05:00	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	7	38	38
06:00	0	0	0	0	0	8	7	9	1	0	0	0	0	0	0	25	43	45
07:00	0	0	1	4	8	20	23	5	0	0	0	0	0	0	0	61	44	47
08:00	0	1	0	10	23	41	21	6	0	0	0	0	0	0	0	102	42	45
09:00	0	0	0	6	22	48	15	5	1	0	0	0	0	0	0	97	42	46
10:00	0	0	1	9	23	31	17	4	0	0	0	0	0	0	0	85	42	45
11:00	0	0	0	2	17	41	13	2	0	0	0	0	0	0	0	75	41	44
12 PM	2	0	0	12	28	32	26	8	1	0	0	0	0	0	0	109	43	46
13:00	0	0	0	9	29	34	16	8	1	0	0	0	0	0	0	97	43	47
14:00	0	0	0	3	19	40	23	2	1	0	0	0	0	0	0	88	42	44
15:00	0	0	3	8	20	48	24	4	0	0	0	0	0	0	0	107	42	45
16:00	0	0	0	3	27	54	22	2	0	0	1	0	0	0	0	109	41	44
17:00	0	0	0	3	15	47	25	4	1	0	0	0	0	0	0	95	42	46
18:00	0	0	0	4	13	37	9	5	0	0	0	0	0	0	0	68	41	46
19:00	0	0	0	3	17	23	9	1	0	1	0	0	0	0	0	54	41	44
20:00	0	0	3	7	17	11	8	0	0	0	0	0	0	0	0	46	41	43
21:00	0	0	1	4	6	5	4	0	0	0	0	0	0	0	0	20	41	43
22:00	0	1	0	3	9	9	2	0	0	1	0	0	0	0	0	25	38	40
23:00	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	5	*	*
Total	2	2	10	95	305	537	269	58	5	2	1	0	0	0	0	1286		
Percent	0.2%	0.2%	0.8%	7.4%	23.7%	41.8%	20.9%	4.5%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	04:00	08:00	08:00	09:00	07:00	08:00	09:00							08:00		
Vol.		1	1	10	23	48	23	6	1							102		
PM Peak	12:00	22:00	15:00	12:00	13:00	16:00	12:00	12:00	12:00	19:00	16:00					12:00		
Vol.	2	1	3	12	29	54	26	8	1	1	1					109		
Total	6	4	27	167	665	1043	518	109	11	2	1	0	0	0	0	2553		
Percent	0.2%	0.2%	1.1%	6.5%	26.0%	40.9%	20.3%	4.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH

Stats
 10 MPH Pace Speed : 33-42 MPH
 Number in Pace : 1645
 Percent in Pace : 64.4%
 Number of Vehicles > 40 MPH : 702
 Percent of Vehicles > 40 MPH : 27.5%
 Mean Speed(Average) : 37 MPH

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
07/18/18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	12	11	0	2	0	0	0	0	0	0	0	0	0	25
07:00	0	21	18	1	0	0	0	0	0	0	0	0	0	0	40
08:00	1	46	15	0	2	0	0	0	0	0	0	0	0	0	64
09:00	0	24	7	1	3	0	0	0	0	0	0	0	0	0	35
10:00	0	32	9	0	4	1	0	1	0	0	0	0	0	0	47
11:00	2	35	12	0	1	1	0	0	0	0	0	0	0	1	52
12 PM	0	25	15	0	6	1	0	0	0	0	0	0	0	0	47
13:00	0	34	8	0	3	1	0	0	0	0	0	0	0	0	46
14:00	1	40	4	0	3	0	0	3	0	0	0	0	0	0	51
15:00	3	33	17	0	1	2	0	0	0	1	0	0	0	0	57
16:00	0	24	13	1	4	0	0	0	0	0	0	0	0	0	42
17:00	0	26	10	0	0	0	0	0	0	0	0	0	0	0	36
18:00	1	23	11	0	2	0	0	0	0	0	0	0	0	0	37
19:00	0	17	4	0	1	0	0	0	0	0	0	0	0	0	22
20:00	0	13	6	0	1	2	0	0	0	0	0	0	0	0	22
21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	415	172	3	33	8	0	4	0	1	0	0	0	1	645
Percent	1.2%	64.3%	26.7%	0.5%	5.1%	1.2%	0.0%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak	11:00	08:00	07:00	07:00	10:00	10:00		10:00						11:00	
Vol.	2	46	18	1	4	1		1						1	
PM Peak	15:00	14:00	15:00	16:00	12:00	15:00		14:00		15:00					
Vol.	3	40	17	1	6	2		3		1					

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/19/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	10	9	0	2	0	0	0	0	0	0	0	0	0	21
07:00	1	28	12	0	1	0	0	0	0	0	0	0	0	0	42
08:00	0	46	8	0	3	0	0	1	0	0	0	0	0	0	58
09:00	0	36	17	1	5	0	0	0	0	0	0	0	0	0	59
10:00	1	31	11	0	2	0	0	1	0	0	0	0	0	0	46
11:00	0	26	9	0	0	0	0	0	0	0	0	0	0	0	35
12 PM	1	40	11	0	5	0	0	0	0	0	0	0	0	0	57
13:00	0	34	8	0	3	0	0	1	0	0	0	0	0	0	46
14:00	1	30	7	0	2	0	0	0	0	0	0	0	0	0	40
15:00	0	38	10	0	1	0	0	1	0	0	0	0	0	0	50
16:00	0	35	10	1	3	0	1	1	0	0	0	0	0	0	51
17:00	0	23	7	0	0	0	0	0	0	0	0	0	0	1	31
18:00	0	31	3	0	1	0	0	0	0	0	0	0	0	0	35
19:00	0	24	11	0	0	0	0	0	0	0	0	0	0	0	35
20:00	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	459	141	2	30	0	1	5	0	0	0	0	0	1	643
Percent	0.6%	71.4%	21.9%	0.3%	4.7%	0.0%	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	07:00	08:00	09:00	09:00	09:00			08:00							
Vol.	1	46	17	1	5			1							
PM Peak	12:00	12:00	12:00	16:00	12:00		16:00	13:00						17:00	
Vol.	1	40	11	1	5		1	1						1	
Grand Total	12	874	313	5	63	8	1	9	0	1	0	0	0	2	1288
Percent	0.9%	67.9%	24.3%	0.4%	4.9%	0.6%	0.1%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/18/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	4	1	0	1	0	0	0	0	0	0	0	0	8
07:00	0	3	18	0	2	0	0	0	0	0	0	0	0	0	23
08:00	0	28	11	2	4	0	0	1	0	0	0	0	0	0	46
09:00	0	22	8	0	6	2	0	1	0	0	0	0	0	0	39
10:00	0	26	9	0	0	1	0	0	0	0	0	0	0	0	36
11:00	0	30	10	0	2	1	0	1	0	0	0	0	0	0	44
12 PM	0	32	15	1	5	1	0	0	0	0	0	0	0	0	54
13:00	1	30	15	0	4	0	0	0	0	1	0	0	0	0	51
14:00	2	31	12	0	1	1	1	1	0	0	0	0	0	0	49
15:00	0	39	14	1	4	0	0	0	0	0	0	0	0	0	58
16:00	0	37	9	0	1	0	0	0	0	0	0	0	0	0	47
17:00	2	36	10	0	4	0	0	0	0	0	0	0	0	0	52
18:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	16	7	0	2	2	0	0	0	0	0	0	0	0	27
20:00	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
21:00	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
Total	5	400	160	5	37	9	1	4	0	1	0	0	0	0	622
Percent	0.8%	64.3%	25.7%	0.8%	5.9%	1.4%	0.2%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00	08:00	09:00	09:00		08:00							
Vol.		30	18	2	6	2		1							
PM Peak	14:00	15:00	12:00	12:00	12:00	19:00	14:00	14:00		13:00					
Vol.	2	39	15	1	5	2	1	1		1					

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/19/18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	9	8	1	0	0	0	1	0	0	0	0	0	0	19
08:00	0	19	16	1	8	0	0	0	0	0	0	0	0	0	44
09:00	0	28	6	0	4	0	0	0	0	0	0	0	0	0	38
10:00	0	26	10	0	2	0	0	1	0	0	0	0	0	0	39
11:00	0	29	10	0	1	0	0	0	0	0	0	0	0	0	40
12 PM	1	33	13	0	5	0	0	0	0	0	0	0	0	0	52
13:00	2	34	8	0	5	0	0	2	0	0	0	0	0	0	51
14:00	0	34	9	0	4	1	0	0	0	0	0	0	0	0	48
15:00	1	45	5	1	5	0	0	0	0	0	0	0	0	0	57
16:00	0	46	10	0	1	0	0	1	0	0	0	0	0	0	58
17:00	0	44	16	0	3	0	0	1	0	0	0	0	0	0	64
18:00	0	26	4	0	2	0	0	1	0	0	0	0	0	0	33
19:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
20:00	0	21	8	0	1	0	0	0	0	0	0	0	0	0	30
21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
22:00	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
23:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	5	448	135	3	44	1	0	7	0	0	0	0	0	0	643
Percent	0.8%	69.7%	21.0%	0.5%	6.8%	0.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00	07:00	08:00			07:00							
Vol.		29	16	1	8			1							
PM Peak	13:00	16:00	17:00	15:00	12:00	14:00		13:00							
Vol.	2	46	16	1	5	1		2							
Grand Total	10	848	295	8	81	10	1	11	0	1	0	0	0	0	1265
Percent	0.8%	67.0%	23.3%	0.6%	6.4%	0.8%	0.1%	0.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedatallc.com or 1.413.668.5094

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/18/18	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	14	15	1	2	1	0	0	0	0	0	0	0	0	33
07:00	0	24	36	1	2	0	0	0	0	0	0	0	0	0	63
08:00	1	74	26	2	6	0	0	1	0	0	0	0	0	0	110
09:00	0	46	15	1	9	2	0	1	0	0	0	0	0	0	74
10:00	0	58	18	0	4	2	0	1	0	0	0	0	0	0	83
11:00	2	65	22	0	3	2	0	1	0	0	0	0	0	1	96
12 PM	0	57	30	1	11	2	0	0	0	0	0	0	0	0	101
13:00	1	64	23	0	7	1	0	0	0	1	0	0	0	0	97
14:00	3	71	16	0	4	1	1	4	0	0	0	0	0	0	100
15:00	3	72	31	1	5	2	0	0	0	1	0	0	0	0	115
16:00	0	61	22	1	5	0	0	0	0	0	0	0	0	0	89
17:00	2	62	20	0	4	0	0	0	0	0	0	0	0	0	88
18:00	1	40	13	0	2	0	0	0	0	0	0	0	0	0	56
19:00	0	33	11	0	3	2	0	0	0	0	0	0	0	0	49
20:00	0	40	12	0	1	2	0	0	0	0	0	0	0	0	55
21:00	0	11	9	0	1	0	0	0	0	0	0	0	0	0	21
22:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
Total	13	815	332	8	70	17	1	8	0	2	0	0	0	1	1267
Percent	1.0%	64.3%	26.2%	0.6%	5.5%	1.3%	0.1%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	
AM Peak	11:00	08:00	07:00	08:00	09:00	09:00		08:00						11:00	
Vol.	2	74	36	2	9	2		1						1	
PM Peak	14:00	15:00	15:00	12:00	12:00	12:00	14:00	14:00		13:00					
Vol.	3	72	31	1	11	2	1	4		1					

Innovative Data, LLC

Location: Mount Washington Road
 Location: West of Route 41
 Location: Egremont, Massachusetts
 Client: CHA Companies

PO Box 468
 Belchertown, Massachusetts
 Innovativedata LLC or 1.413.668.5094

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/19/18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	11	12	0	2	0	0	0	0	0	0	0	0	0	25
07:00	1	37	20	1	1	0	0	1	0	0	0	0	0	0	61
08:00	0	65	24	1	11	0	0	1	0	0	0	0	0	0	102
09:00	0	64	23	1	9	0	0	0	0	0	0	0	0	0	97
10:00	1	57	21	0	4	0	0	2	0	0	0	0	0	0	85
11:00	0	55	19	0	1	0	0	0	0	0	0	0	0	0	75
12 PM	2	73	24	0	10	0	0	0	0	0	0	0	0	0	109
13:00	2	68	16	0	8	0	0	3	0	0	0	0	0	0	97
14:00	1	64	16	0	6	1	0	0	0	0	0	0	0	0	88
15:00	1	83	15	1	6	0	0	1	0	0	0	0	0	0	107
16:00	0	81	20	1	4	0	1	2	0	0	0	0	0	0	109
17:00	0	67	23	0	3	0	0	1	0	0	0	0	0	1	95
18:00	0	57	7	0	3	0	0	1	0	0	0	0	0	0	68
19:00	0	40	14	0	0	0	0	0	0	0	0	0	0	0	54
20:00	0	33	10	0	3	0	0	0	0	0	0	0	0	0	46
21:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
23:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	9	907	276	5	74	1	1	12	0	0	0	0	0	1	1286
Percent	0.7%	70.5%	21.5%	0.4%	5.8%	0.1%	0.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	07:00	08:00	08:00	07:00	08:00			10:00							
Vol.	1	65	24	1	11			2							
PM Peak	12:00	15:00	12:00	15:00	12:00	14:00	16:00	13:00						17:00	
Vol.	2	83	24	1	10	1	1	3						1	
Grand Total	22	1722	608	13	144	18	2	20	0	2	0	0	0	2	2553
Percent	0.9%	67.5%	23.8%	0.5%	5.6%	0.7%	0.1%	0.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Appendix B

Safety Data

Crash Rate Worksheets

Safety Prompt List

Safety Data
Crash Rate Worksheets

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Egremont COUNT DATE : 7/18/2018

DISTRICT : 1

~ SEGMENT DATA ~

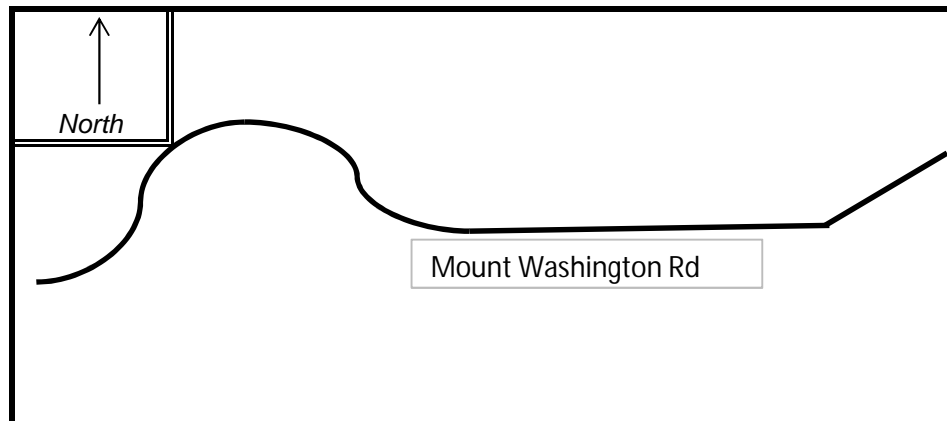
MAJOR STREET : Mount Washington Road

START POINT: Mount Washington Town Line (Sta. 200+00)

END POINT: MA Route 41 (Station 375+82)

FUNCTIONAL CLASSIFICATION OF ROADWAY: Rural Major Collector

ROADWAY
DIAGRAM



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L): **3.33**

AVERAGE DAILY TRAFFIC VOLUME (V): **1,274**

TOTAL # OF CRASHES : **13**

OF
YEARS :

4

AVERAGE # OF
CRASHES PER YEAR (**A**) :

3.25

CRASH RATE CALCULATION :

2.10

$$\text{RATE} = \frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments : _____

Project Title & Date: MassDOT Proj. No.:608547 5/7/2019

Safety Data

Safety Prompt List

PROJECT DESCRIPTION: RECONSTRUCTION AND REALTED WORK ALONG MUNT WASHINGTON ROAD

TOWN: Egremont, MA

PROJECT NO.: 608547

SAFETY REVIEW PROMPT LIST

Yes No N/A

SPEED

Are posted speed limits consistent with speed regulations?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: Speed limit signs are posted within the limits of the project for both directions of travel and appear to be reasonable and proper for the project location.

Are design features consistent with the speed?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: Alignment and capacity of the roadway seems consistent and reasonable for the posted speed limits

Are adequate controls in place for driver compliance with speed limits?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: Appropriate signage is present for warning and regulatory purposes

MULTI-MODAL

Are accommodations available for the safe movement of pedestrians, bicycles, emergency vehicles, public transportation and commercial vehicles?

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------

Comment: There are no accommodations for bicycles (Shoulders are not defined). There are no existing sidewalks along the project corridor.

What design features could be improved, added or removed to enhance the safe mobility of the various modes?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: Provide wider cross section and defined shoulders for bicycle use.

PAVEMENT MARKINGS

Are there highly visible and retroreflective edgelines, centerlines and other pavement markings?

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------

Comment: Centerline pavement markings are present but are faded in some areas. No shoulder edgelines are present in the project corridor.

Do the pavement markings provide sufficient guidance to the road users and can the placement of the pavement markings be modified to improve guidance to the road users?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: New thermoplastic pavement markings are proposed to improve visibility and guidance.

SIGNS

Are all signs retroreflective and visible for all weather/lighting conditions?

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------

Comment: Signs do not appear to be retroreflective and are old, all signage along the project corridor is proposed to be replaced.

PROJECT DESCRIPTION: RECONSTRUCTION AND REALTED WORK ALONG MUNT WASHINGTON ROAD

TOWN: Egremont, MA

PROJECT NO.: 608547

SAFETY REVIEW PROMPT LIST

	Yes	No	N/A
Are signs visible and located to maximize perception/reaction time while minimizing intrusion in clear zones?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comment: Signs will be removed, replaced, or installed as necessary in accordance with MUTCD and MassDOT guidelines.

Does the signage provide adequate guidance to road users for given road conditions?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comment: Existing signage is limited throughout. Where signage is present it does provide adequate guidance.

Are pavement markings and signs consistent in their message and effective in guiding road users?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comment:

Do all signs provide visible, clear non-conflicting messages?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
--	----------------------------------	-----------------------	-----------------------

Comment: All signs are visible, providing clear, non-conflicting messages. New reflective signs will be proposed for improved visibility.

Are there an excessive number of signs which can be removed?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
---	-----------------------	----------------------------------	-----------------------

Comment: There is not an excessive number of signs within the project limits.

INTERSECTION CONTROL

Is there clear, non-conflicting visibility of traffic control from all approach lanes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comment:

Could intersection control potentially be misinterpreted?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
--	-----------------------	----------------------------------	-----------------------

Comment:

For signalized intersections, have implications on safety been considered for the signal phasing?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Comment:

Is there a safe means by which all modes can travel through the intersection?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
--	-----------------------	----------------------------------	-----------------------

Comment: Intersections do not have pedestrian or bicycle accommodations.

LIGHTING

Is lighting adequate for specific roadway conditions and/or use?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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Comment: The only lighting in the project corridor is at the North Undermountain Road and Jug End Road intersections.

PROJECT DESCRIPTION: RECONSTRUCTION AND REALTED WORK ALONG MUNT WASHINGTON ROAD

TOWN: Egremont, MA

PROJECT NO.: 608547

SAFETY REVIEW PROMPT LIST

	Yes	No	N/A
If glare exists from sunlight or opposing headlights, are there countermeasures that can be implemented to minimize these effects?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Comment: There was no noticeable glare while out on site			

OBSTRUCTIONS

Are there obstructions to sight lines or roadway guidance that can be removed, relocated or minimized?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comment: sight lines are adequate throughout, minor brush and debris clean up along the project corridor will enhance sight lines.			

What types of improvements can be made to shield obstructions/fixed objects that cannot be moved?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Comment:			

PAVEMENT

Could condition of the pavement impact mobility and safety?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comment: Existing pavement is in poor condition with rutting and cracking present in many locations within the project limits.			
What improvements can be made to minimize safety impacts?			
Comment: Pavement reconstruction would be the best method of improvement to the roadway.			

ACCESS POINTS AND TRAFFIC GENERATORS

Is the access control sufficient for the roadway's functional classification?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comment:			

Are site access points located to maximize safety while still providing adequate access?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comment:			

Have impacts of site developments adequately been accommodated for safe mobility of all road users?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Comment: There is no pedestrian accommodation within the project limits			

PROJECT DESCRIPTION: RECONSTRUCTION AND REALTED WORK ALONG MUNT WASHINGTON ROAD

TOWN: Egremont, MA

PROJECT NO.: 608547

SAFETY REVIEW PROMPT LIST

Yes No N/A

PARKING

Is parking clearly delineated and in conformance with signs, markings and regulations?

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------

Comment: There are no clearly defined parking areas along the project corridor.

Could parking obstruct mobility/safety of pedestrians and other roadway users?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: Existing shoulders are less than 1-foot-wide. A parked car would obstruct mobility resulting in safety concerns for all roadway users.

WEATHER CONDITIONS

Are there accommodations for impacts from adverse weather conditions?

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Comment: There are open areas for snow removal along the sides of the road

AUXILIARY LANES

Could taper locations and/or alignment contribute to safety challenges?

Comment:

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
-----------------------	-----------------------	----------------------------------

Could lack of climbing lanes or passing zones cause driver frustration?

Comment:

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------

Are dedicated turn lanes of adequate length?

Comment: Turn lanes are proposed / enhanced to meet minimum storage lengths.

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
-----------------------	-----------------------	----------------------------------

Do acceleration/deceleration lane lengths necessitate additional signage and/or markings?

Comment:

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
-----------------------	-----------------------	----------------------------------

ANIMAL

Do animal migrations impact safety?

Comment: No known animal migrations impact safety.

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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What measures can be taken to reduce animal-vehicle conflicts?

Comment: None applicable.